

MODEL AIRPLANE NEWS

presents

the 3 BEST

**PRICE
\$2.00**



THE STINSON STORY

THE CURTISS FAMILY



BOOK 4



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CONTENTS

FOREWORD	3
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STINSON

Junior Model SM-2.....	4- 5
Junior Model S.....	6- 7
Junior Details	8- 9
Model R	12-13
Model SR	14-15
Model SR-5	16-17
Straight Wing	20-21
Model SR-6	22-23
Model 7, 8, 9, 10, Gull Wing	24-25
Gull Wing Details	28-29
Gull Wing Fuselage Details	30-31
Model SR 10-2	32-33
Gull Wing Cabin and Control Details	34-35
Airliner Model T	38-39
Airliner Model U	40-41, 43

CURTISS

XF13C-1 & 2	45
SBC-3	46-47
F7C-1 Seahawk	48-49
F8C-4 Helldiver	52-55
F9C-2 Sparrowhawk	58-59
Model 33 and PW-8	60-63
A-12 Strike	64

CREDITS

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**STINSON AT HOME—on Land, Sea
or in the Air**



FOREWORD

What is it that leads some of us to the "pack rat" habit of gathering up and saving every bit of aeronautica that we can lay our hands on?

It is said by some that anyone who constantly desires to look back to the "good old days" is neurotic and is being driven by an unnatural longing to return to the womb. Obviously whoever came up with this conjecture is a person who lives only in the present and will never understand or appreciate the feeling of having lived at another time in addition to his own existence. Through the media of gathering, compiling, and contemplating data out of the Golden Era, the age of classic machinery, we can at least in a small way, taste and feel some of what has gone on before us.

Having been an aeromodeler for the past 36 years, this back-to-the-wombist falls into a group known as the "Plan Savers." We salt away 3-views of rare designs so we can say, "You mean you've never heard of International Aviation's twin-tailed mid-wing pusher built in May of 1938? Here, let me show you" We carefully preserve and never cut apart construction plans as we build models from kits or plan services, some now long out of print. We beg, borrow, steal, and if forced, even buy plans for airplanes that "we're going to build someday for sure . . . just as soon as we get the time . . . "

Anyone who is a member of this collector group is almost sure to be a Wylam fan. Our earliest Wylam is a Model 220 Waco Taperwing, published in the December 1933 issue of Model Airplane News. As far as we know, Bill's drawings have been published exclusively in Model Airplane News ever since. In 22 out of the past 27 years, Bill has produced over 130 different airplane drawings, all published in M.A.N.

Wylam's drawings, along with those of only a few other specialists, such as Nye, Nieto, Matt and Karlstrom, are characterized by a profusion of details, dimensions, color schemes, model variations and performance figures. In recent years, as the hobby of radio control and control-line scale modeling has developed to a perfection that narrows the competitive field down to a few individuals, the search for presentation material for static judging has reached the point where criticisms have been directed towards some of these men concerning the accuracy of their drawings. However, no matter what else is said, we

can be thankful that these draftsmen, artists if you will, had the desire to compile data and create these drawings, and that magazines such as Model Airplane News were willing to publish them.

Incidentally, it is interesting to note in looking back through all kinds of aviation magazines over the past years, that the model publications have been almost the only ones to record and thus preserve this aspect of aviation history.

This third book (one by Nye really makes it the fourth) in the current series of the **BEST OF WYLM** concentrates on two famous airplane designers and manufacturers, Stinson and Curtiss.

Starting with the Stinson Junior SM-2, Wylam created a total of 31 Stinson drawings, depicting in detail the design of 13 models, finishing with the tri-motored Model U airliner. These were published off and on over a three year period, from 1958 to 1961.

Included in the series is the most famous of all Stinsons, and one of the most well-known non-military planes of all time, the Gull Wing Reliant; with its full size brother, the huge model Gull Wing produced by Cleveland Model Airplane Co., it was probably the best known and most desired model ever produced.


Obviously, it would take volumes to cover every design created by Stinson. On the other hand, nothing less than a small library could ever handle the many Curtiss designs. With Wylam's help, we offer some of the lesser known and unusual models along with one of the best known Curtiss designs, the first of many subsequent models to carry the same nickname, Helldiver.


Our favorite in the group, however, is the stubby little Sparrowhawk F9C-2. Designed specifically for use aboard the Navy's airborne aircraft carriers such as the USS Macon, the little Sparrowhawks could hook on or detach themselves from the huge rigid LTA's while in flight . . . an era in aviation history that came and went in a very short time.


So, get out your mental slide rules and proportional dividers and daydream with us as we imagine ourselves recreating some of yesterday's airplanes in miniature.


Hmmm, just think, no cabane struts to fuss with on that cute F9C-2 . . . and it's a biplane, too . . .

—WM. C. NORTHROP, JR.








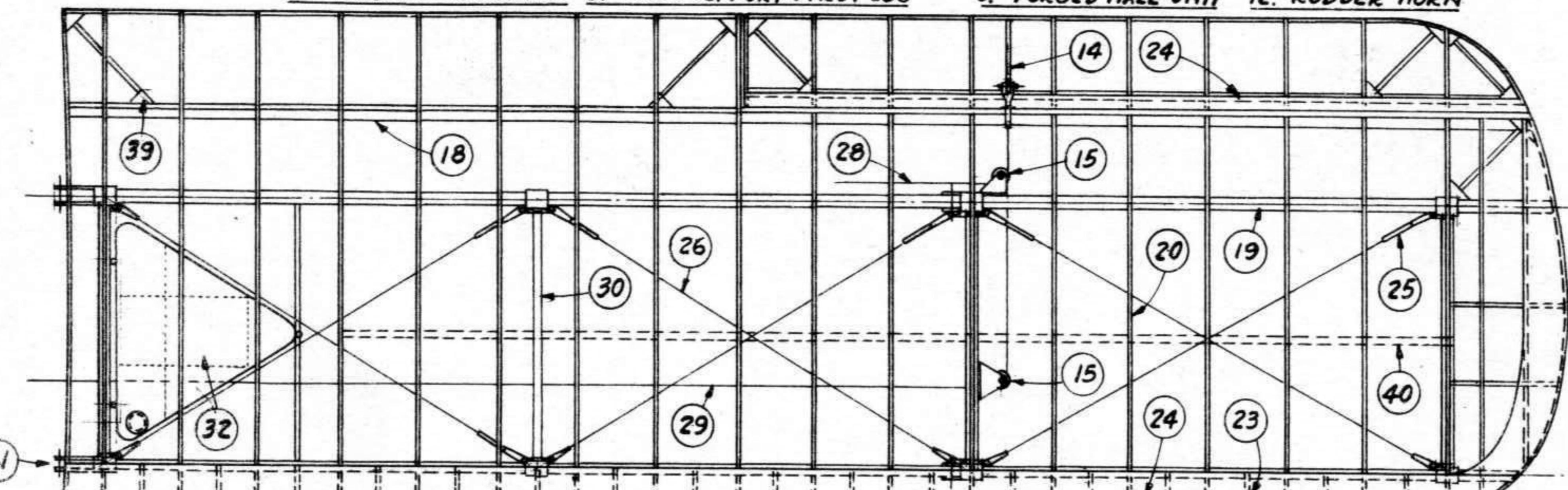


FUSELAGE DETAILS - SCALE: $\frac{1}{4}$ " = 1'-0" - W.A.WYLAM



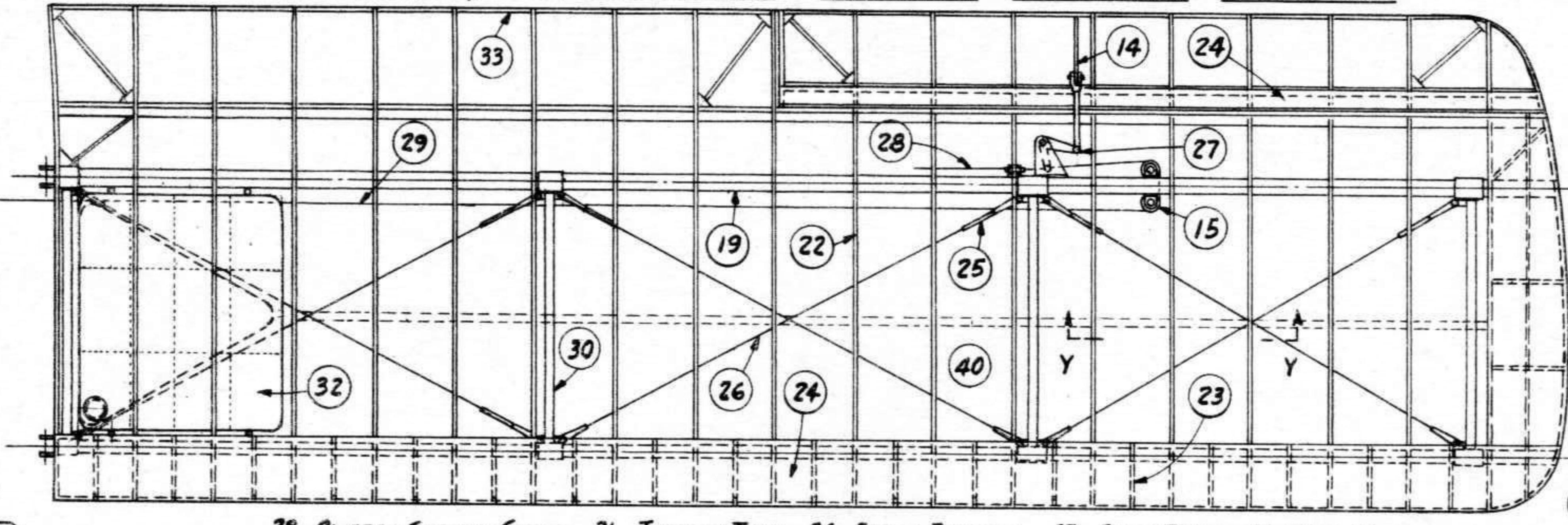
SM-2

1. DRIFT STRUT 4. REAR HINGED RADIUS STRUT 7. WELDED LUG
 2. FIXED UPPER RAD. STRUT 5. FRONT HINGED RADIUS STRUT 8. SHOCK STRUT
 3. FIXED LOWER RAD. STRUT 6. WING SUPPORT STRUT LUG 9. FORGED AXLE UNIT 10. BRACE WIRE JUNCTION
 11. BRACE STRUT FITTING 12. RUDDER HORN



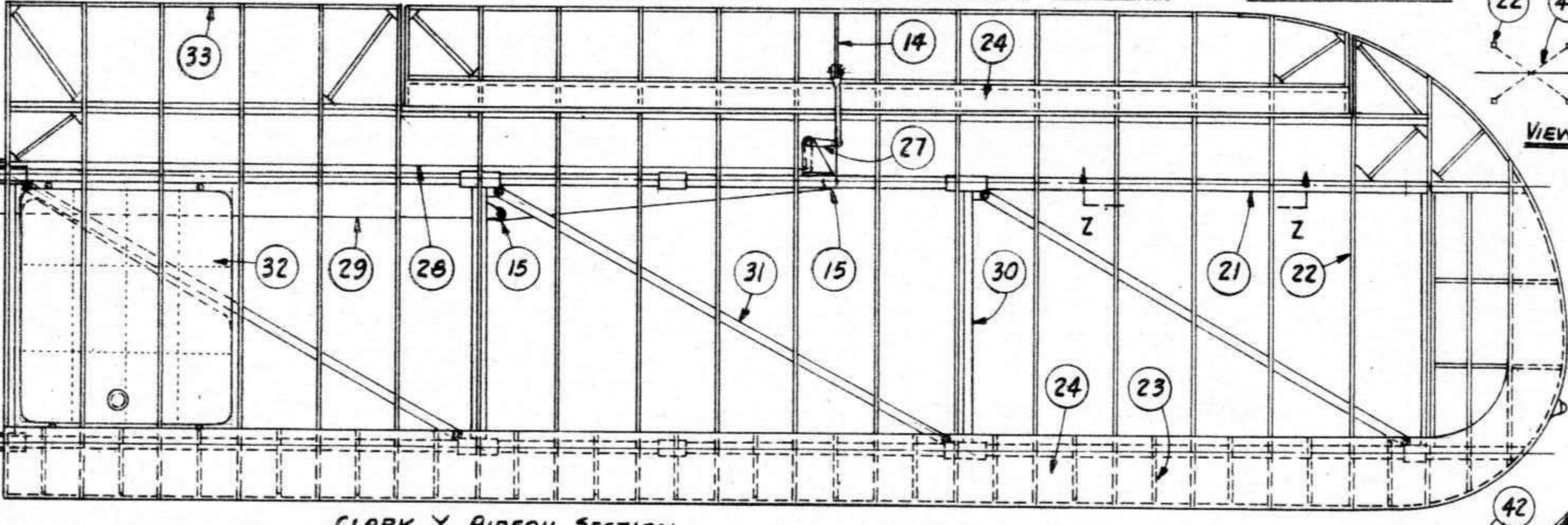
ALL WOOD CONSTRUCTION

13. ELEVATOR HORN 16. ELEVATOR HORN SLOT 19. WOOD SPAR 22. DURAL RIB 25. TURNBUCKLE ASSEM.
 14. AILERON HORN 17. FIN ANCHOR POST 20. WOOD RIB 23. FALSE RIB 26. BRACE WIRES
 15. PULLEY ASSEM. 18. AUXILIARY SPAR 21. DURAL SPAR 24. DURAL NOSING 27. BELL CRANK

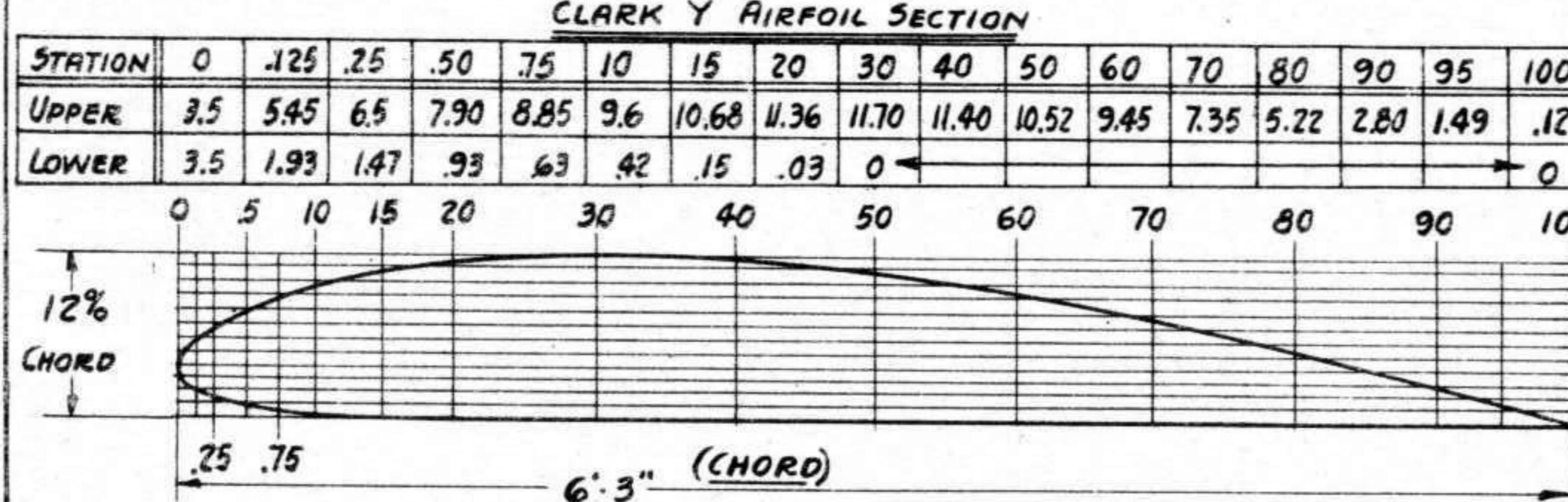
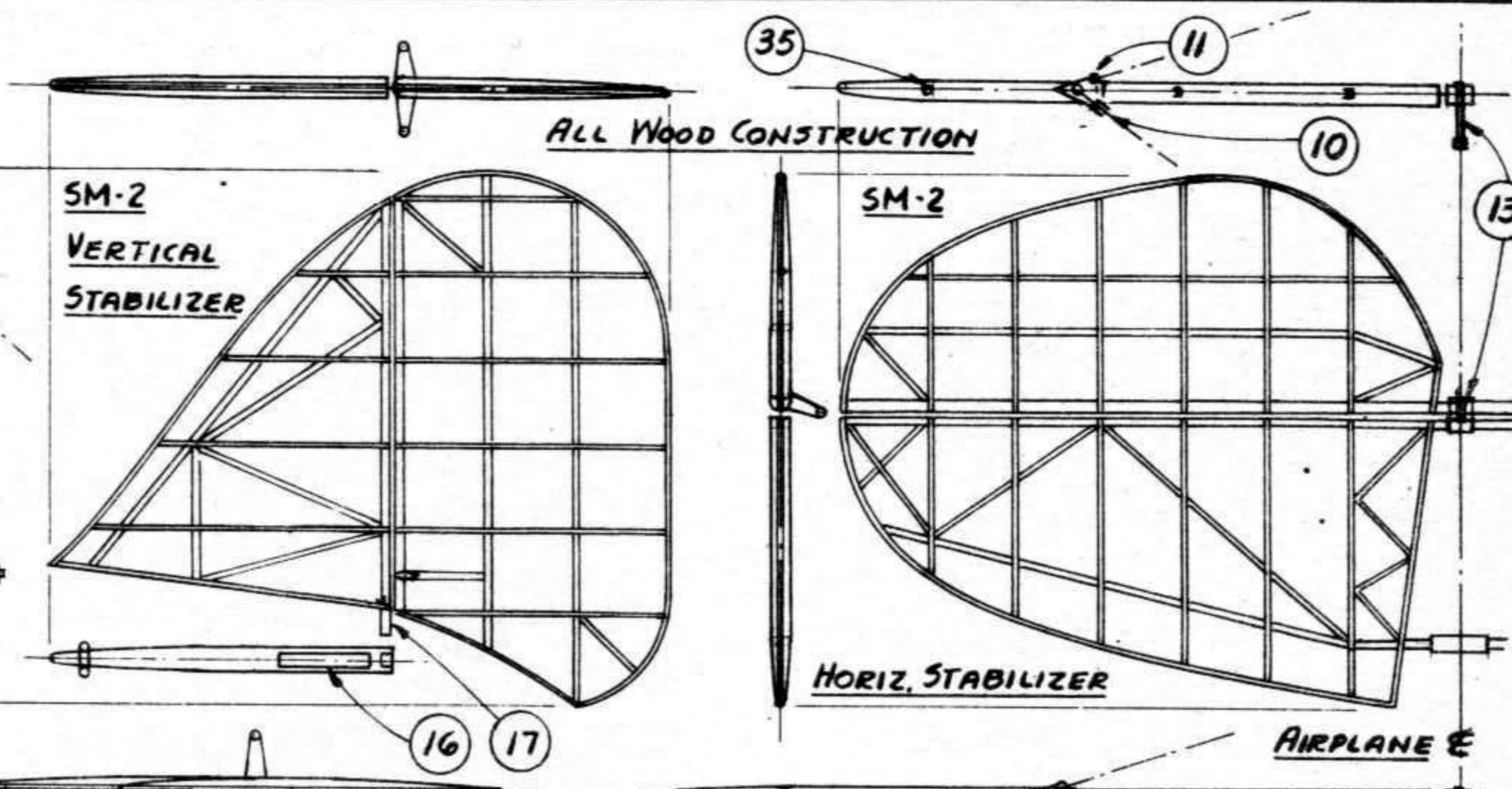
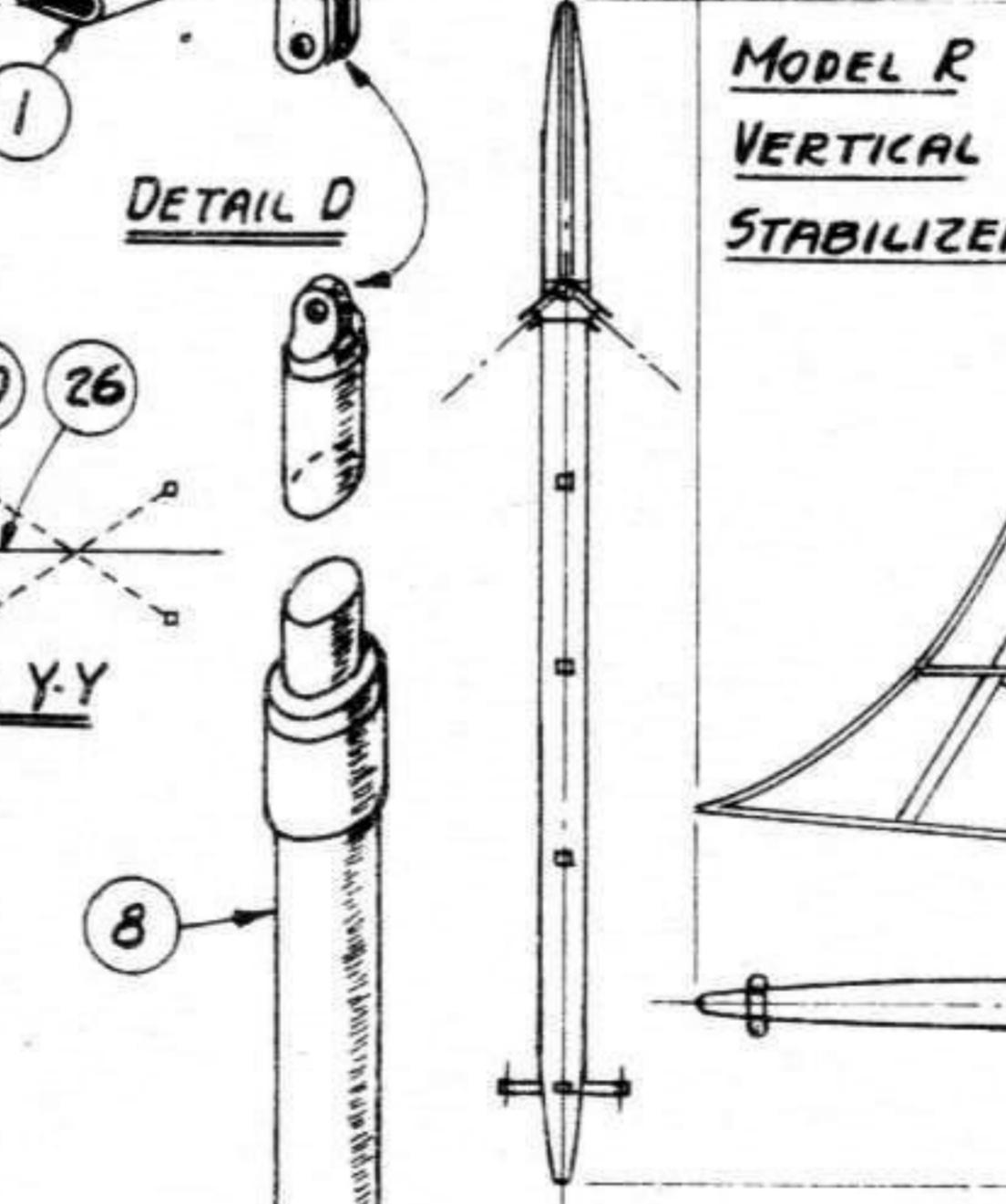
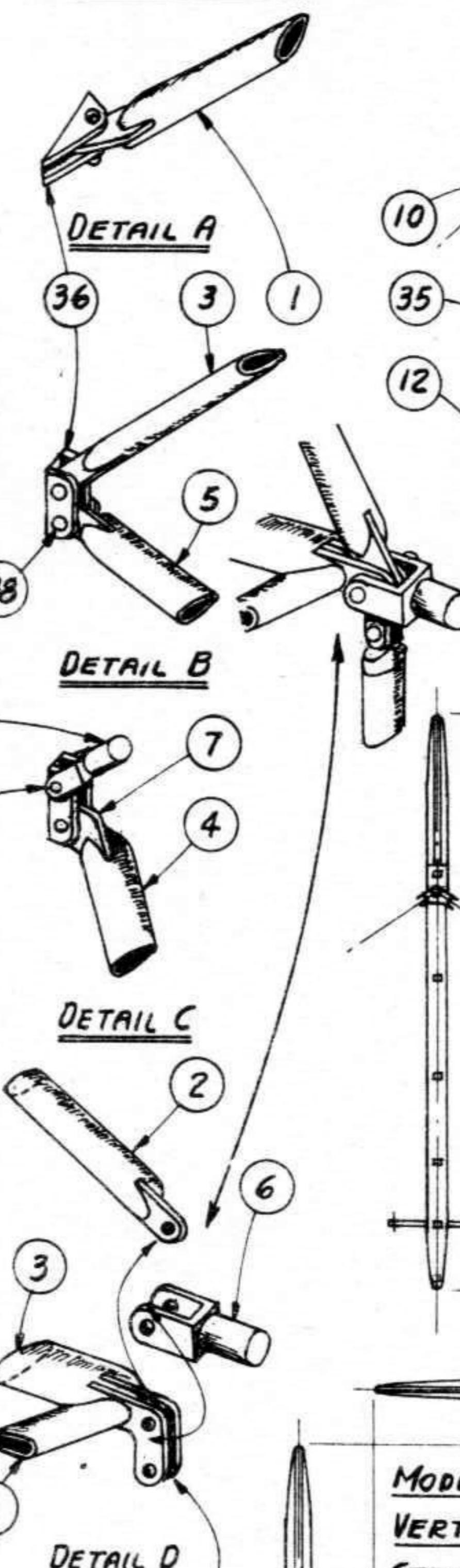


ALL DURAL WITH WOOD SPARS

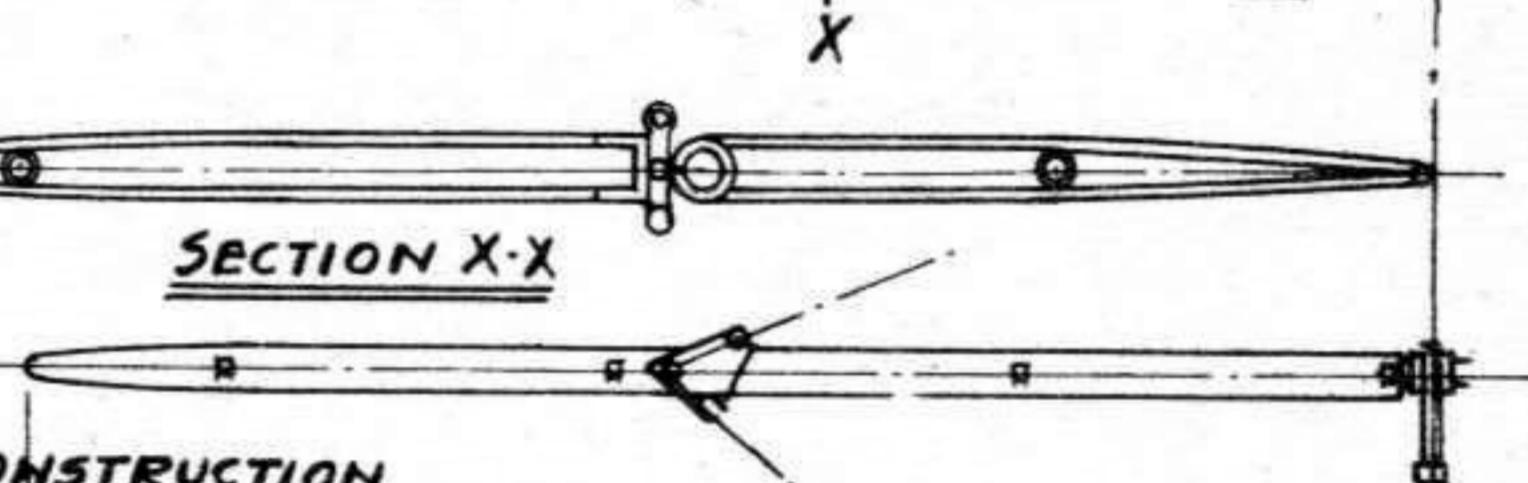
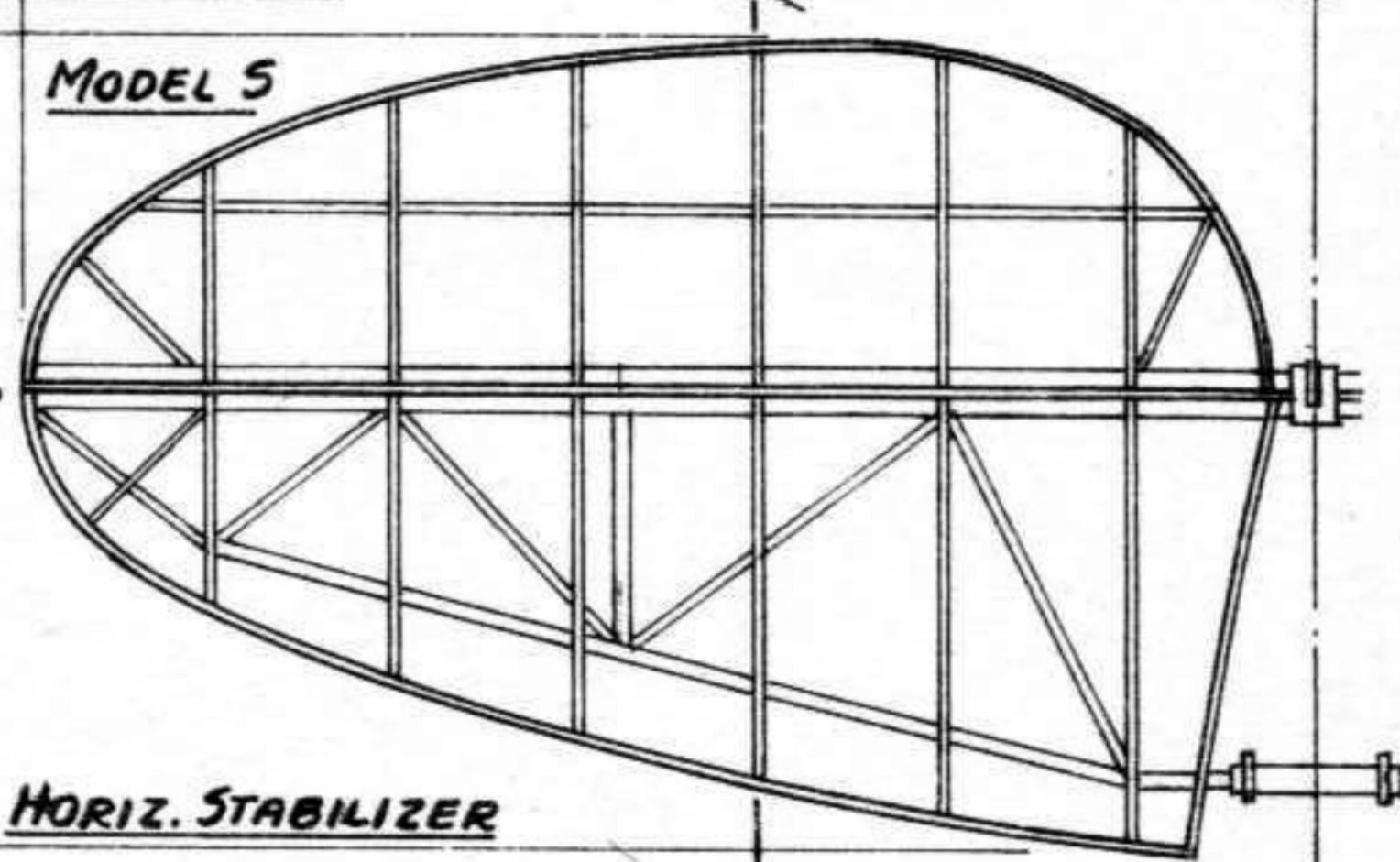
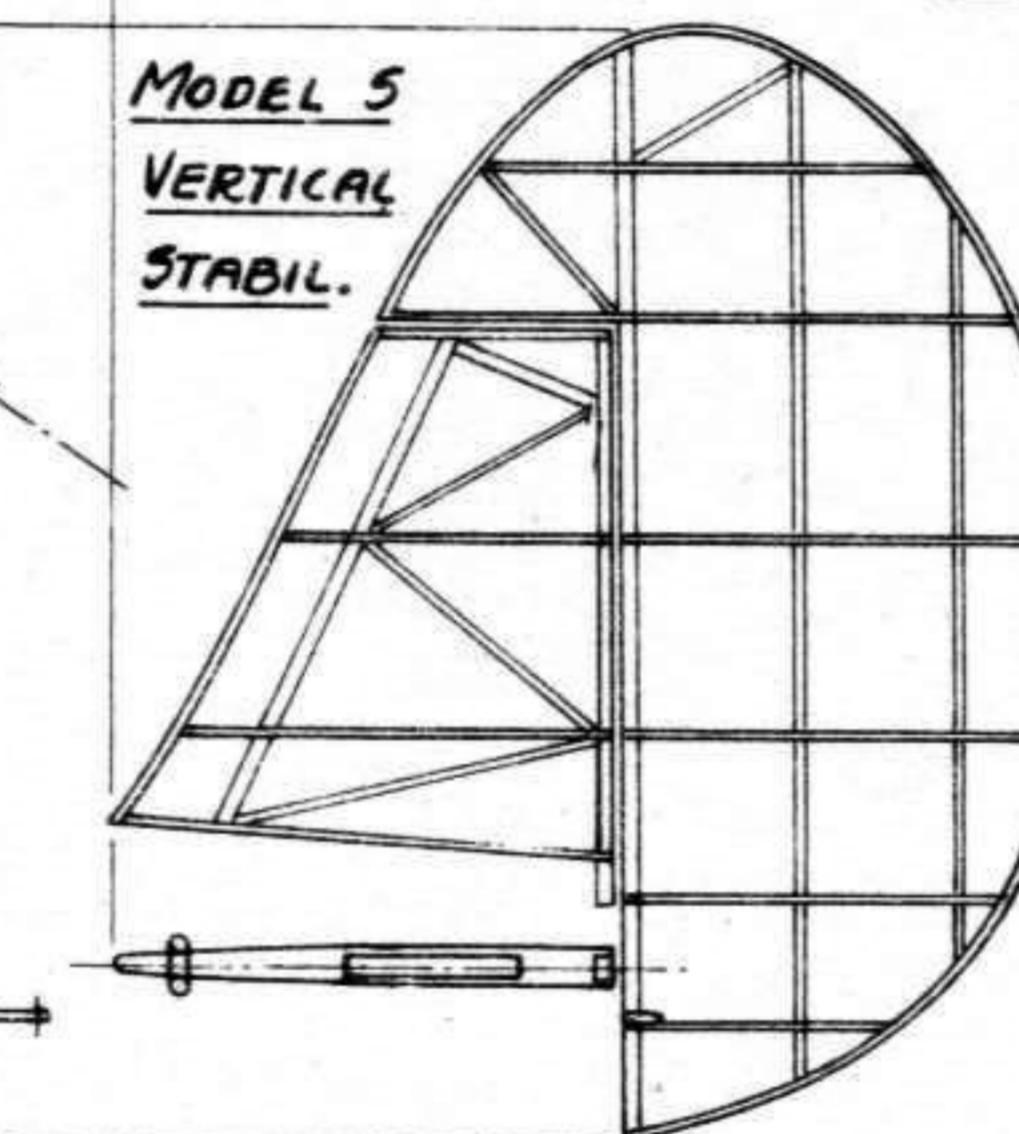
28. AILERON CONTROL CABLE 31. TENSION TUBE 34. DURAL BRACING 37. PIVOT POINT 40. TAPE BRACING
 29. AILERON BALANCE CABLE 32. FUEL TANK 35. HINGE ASSEM. 38. BOLT ASSEM. 41. WING MOUNTING LUG
 30. COMPRESSION STRUT 33. DURAL STRIP 36. FUSELAGE FITTING 39. GUSSET 42. DURAL CHANNEL



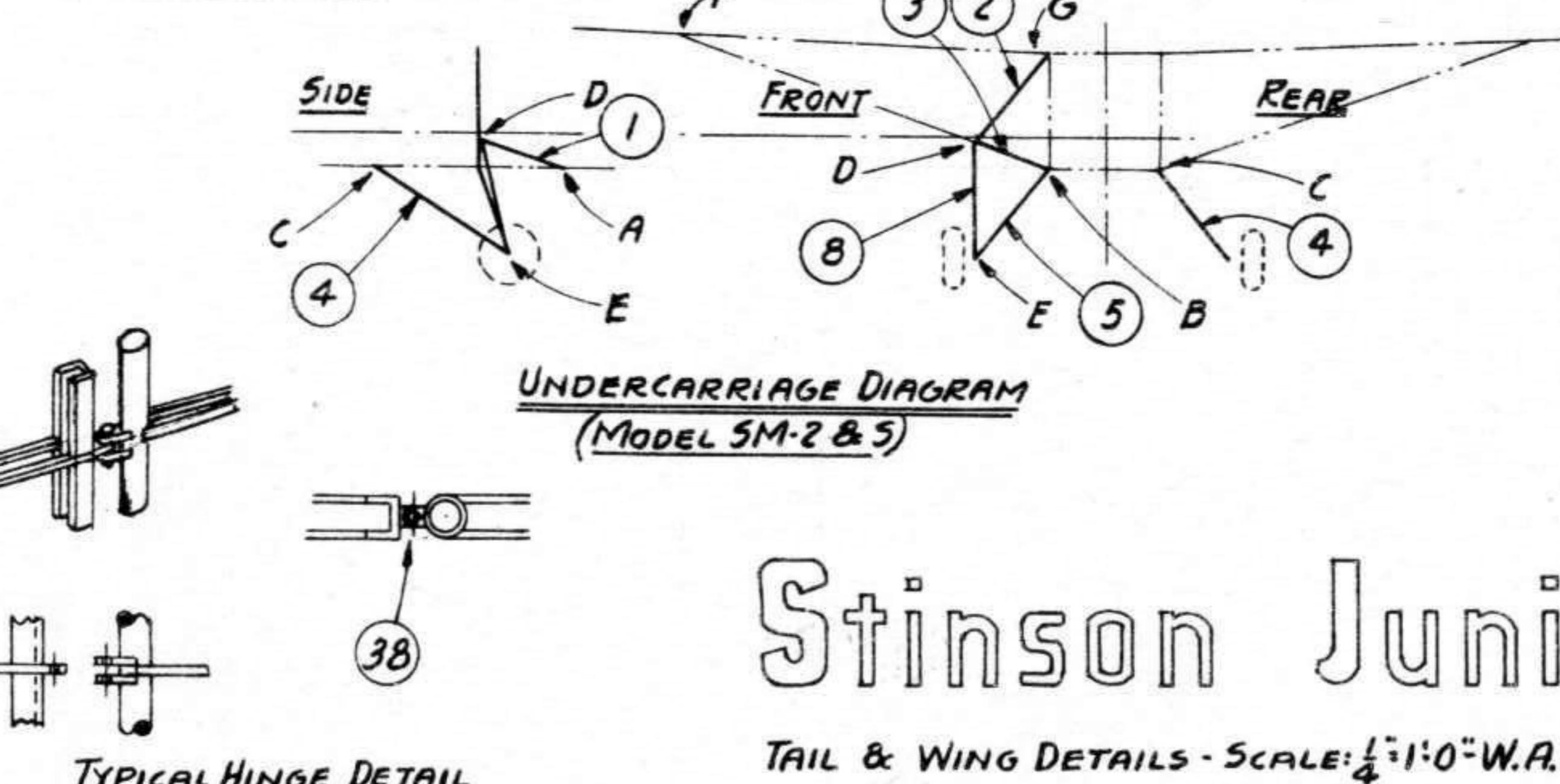
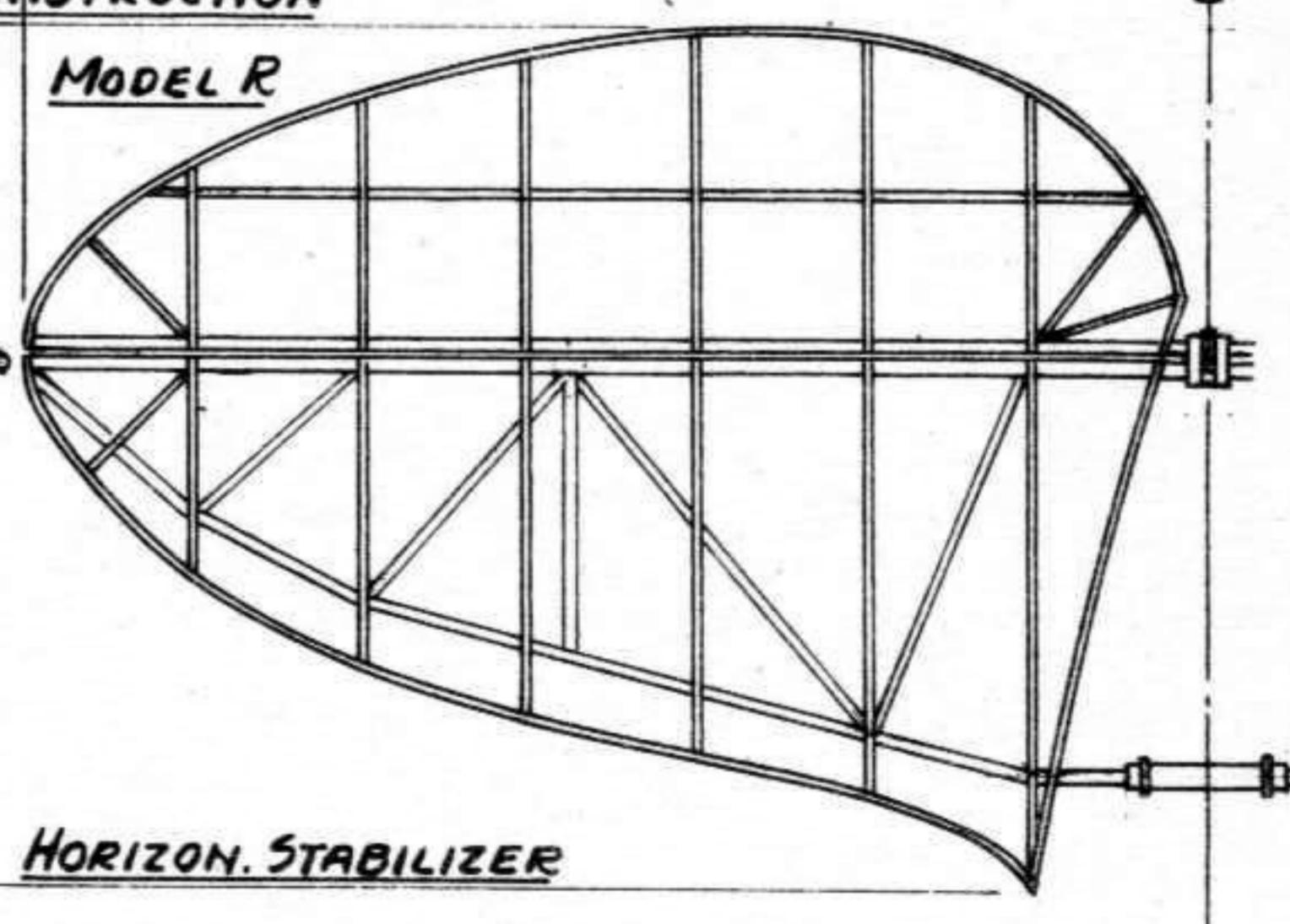
ALL DURAL CONSTRUCTION


UNDERCARRIAGE DETAILS
 (MODEL SM-2 & 5)


ALL DURAL CONSTRUCTION



ALL DURAL CONSTRUCTION

**Stinson Junior**


TAIL & WING DETAILS - SCALE: 1:10" W.A.WYLM


STINSON JUNIOR 170 H.P.




Curtiss "Challenger"










Stinson Junior Model R





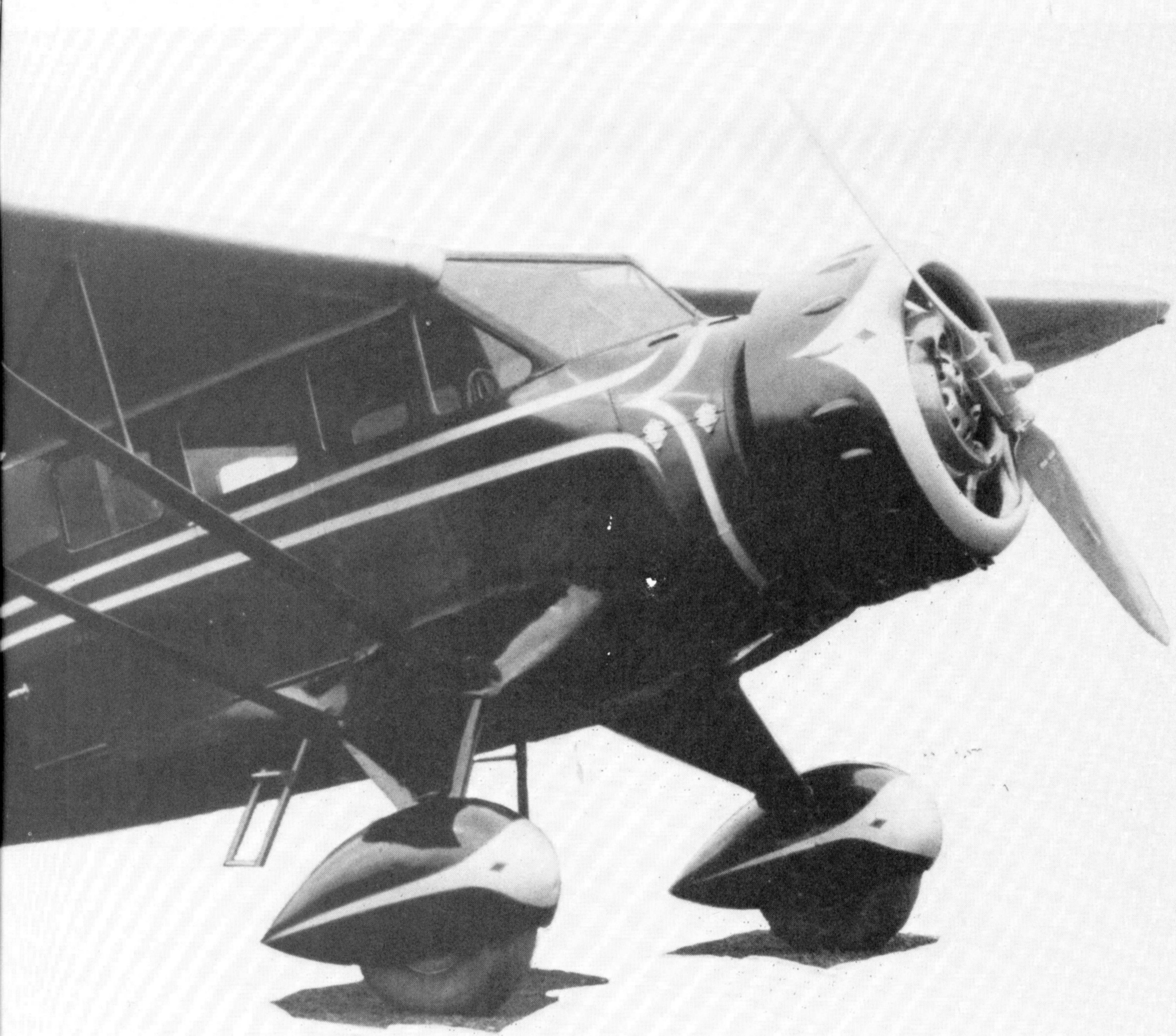
Stinson Reliant Model SR






**STINSON RELIANT Model SR
215 H.P. Lycoming \$3,995 in 1934**






Stinson Reliant


STRAIGHT WING MODELS - SHEET 1 OF 2 - WA.WYLM




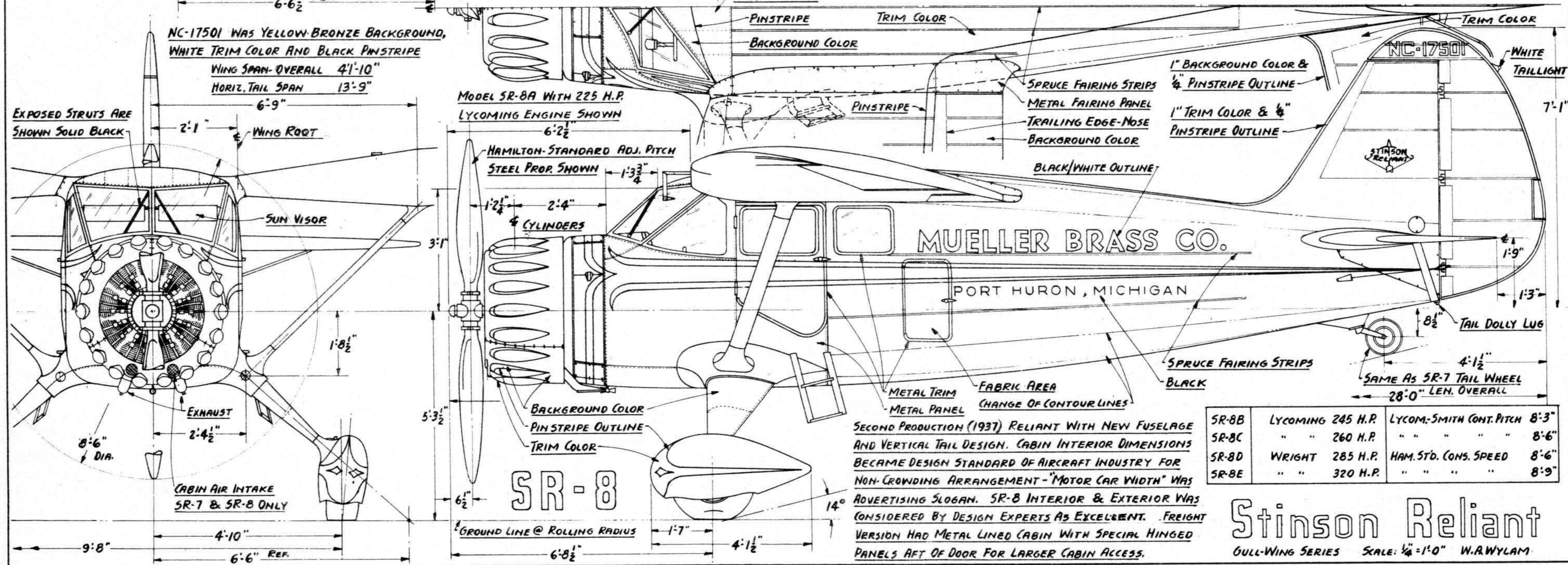
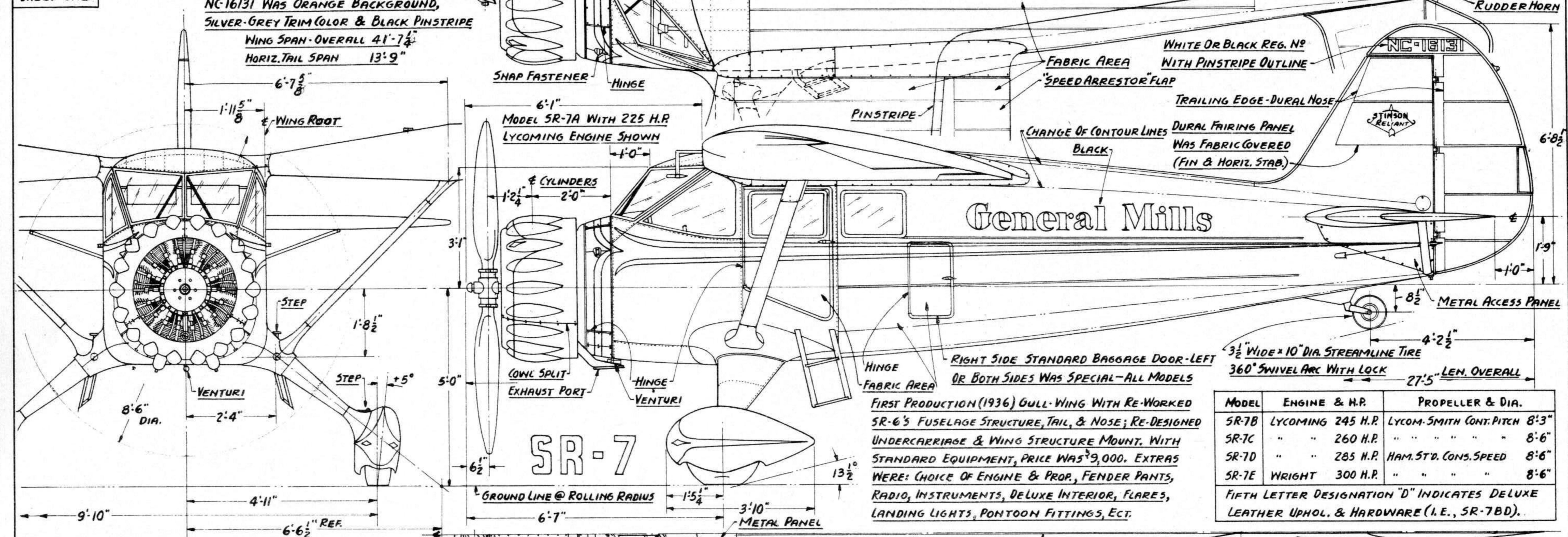
Stinson Reliant


STRAIGHT WING MODELS - SHEET 2 of 2-W.A.WYLM












STINSON RELIANT SR-8 Gull Wing— best known of all








SHEET THREE




Stinson Reliant











Stinson Reliant
GULL WING SERIES SCALE: 1/4"=1'0" W.A.WYLAM



Stinson Reliant
GULL WING SERIES SCALE: $\frac{1}{4}=1:0$ W.A.WYLM



Stinson Reliant

